

REGULAR EDITION,
4 P.M.
ALL THE NEWS FROM POLE TO POLE.

St. Louis Post-Dispatch.

ST. LOUIS, WEDNESDAY EVENING, JULY 4, 1894.

(By Carrier, 15c per Week.)

Every Sporting Event of the World Fully Reported in the Sporting Edition at 6 p.m. PRICE 2c

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NEW HANDS.

Local Railroads To Fill the Strikers' Places To-Morrow.

Feared That the Attempt Will Result in Trouble.

Government Troops to Be Asked for if Necessary.

APPLICATION TO JUDGE THAYER FOR AN INJUNCTION DRAWN UP.

Crisis in the Strike Expected To-Morrow
—In the Meantime the Strikers Have the Roads Tied Up Worse Than Ever—An Unusually Quiet Fourth of July at the Union Depot—A Wood and Provision Famine Threatened If the Tie-Up Is Not Broken—Concerns Shutting Down.

To-day the railroads have practically taken a holiday and are letting their striking employees have their own way. Traffic is almost at a standstill. The officials of all the lines centering at St. Louis having decided to remain inactive until the fourth is over. No attempt is being made to move freight on either side of the river, and with a majority of the roads not much effort is being made to even move passenger trains.

To-morrow the inactivity will cease and the railway managers, who have quietly submitted to the tying-up of their lines, will take decisive steps toward putting their roads into active operation. Their trouble is likely to break loose. Up to this time there have been no acts of violence. The strikers have been orderly while, and have not even annoyed the police, who are protecting railway property. But the explanation of their serenity may be due to the double inactivity of the railway managers. So far, whenever the men struck the railroad simply ceased business, and made no effort to put other men in the place of strikers.

WILL EMPLOY NEW MEN.

Now they are going to pursue a more defiant and hostile policy. Other men are being hired and are being brought to St. Louis on all incoming trains. They represent every branch of railway service, and many of them, the railroads claim, are competent and thoroughly experienced.

To-morrow several of the roads will notify their employees that they would be discharged if they did not report for duty by yesterday noon, will endeavor to fill the places of the strikers with new men and in their intention to resume sending out their freight trains. If they meet with obstruction from the strikers they will apply to the United States courts for an injunction, and a restraining order of the courts does not prevent interference they will call on the President for troops, if other means of protection fail to keep the trains moving.

This plan was decided upon at a general conference of the attorneys of all the lines. To-day the attorney of the Missouri Pacific and General Solicitor of the French and German railroads, received a copy of the omnibus injunction that issued from the United States Court in Chicago last week, they are drawing up a petition asking Judge Thayer to grant a similar injunction here. To-morrow the Missouri Pacific and the French, which are affected by the strike, will put new men at work in their yards, and will be interfered with the petition will be promptly filed. If the men are permitted to handle the loaded freight cars that are now blockading the roads of other roads, will resume operations as fast as men can be employed to do the work. The Wabash, which participated in the early test, for its business east and west, is completely paralyzed. General Manager Hayes says he has employed 150 men to handle and put back the work as soon as he is convinced that they will not be interfered with.

BECOMING WORSE.

The Tie-Up on the St. Louis Lines—Only One Road Free.

In summing up the situation to-day General Strike Manager Gays said that instead of improving the condition of every road running into St. Louis is becoming more tangled.

"It is to-day," he said, "only one road reaching to the East and Southeast that does not have to work through a point at which there is a strike, before the trains get to East St. Louis. The roads from Toledo, St. Louis and Kansas City, which suffered no interruption of traffic except for a short time in the early part of the week, are now closed, and freight traffic is effectively blocked. It is not likely, however, that the Lehigh will much longer escape trouble, for it is now more or less threatened with a strike at Charlestown, Ill.

The Vandals and Big Four are to-day both in worse shape than yesterday and are having serious trouble at batton and Ferre Haute, in addition to those on the Wabash, which is at Indianapolis and Cincinnati. There is no improvement in the situation on the Wabash, Illinois Central, St. Louis and San Antonio & Nashville. On all of these roads the strike has seized hold of the trainmen, which of course greatly adds to the embarrassment of the situation of the switchmen and freight handlers. The St. Louis, Kickapoo & Northwestern, and Missouri, Kansas and Texas, which operate on the same terminals in St. Louis, and which were tied up yesterday are making strenuous efforts to open their routes, but they are still faced with much trouble.

CORPORATE REPRESENTATIVE ABSENT.

Director Elliott Expresses Himself About the Anti-Strike Petition Signers.

A paper was being circulated by the Merchants Club and associated bodies, setting forth that the signers believe the present railroad boycott, strike and tie-up unjustifiable and antagonistic to the real interests of labor. It is being extensively signed.

Director M. J. Elliott said this morning that the three columns of names signed to the business men's circular condemning the strike would influence no one.

"That is just what we expected," he said. "The signers of that paper are the representatives of the corporate interests and the money power of the country. Of course, they are arrayed against us. It is simply the story of the one-tenth and the other nine-ninths. But, nevertheless, we think we are about even in the strike, and the nine-tenths have some rights and a deal of power, even if they have no money, and we are going to let them have it too."

Notwithstanding that both terminal companies which handle traffic across the river, all lines running to St. Louis are now in a position to handle a limited volume of traffic, and that some of the roads on the railroads on either side of the river are in a position to either handle or not handle traffic with much success.

"Now, however, the strike leaders are reducing the receipts and cutting off the outward movement, one of which counteracted the other, so that there has been no immediate progress, but they will be able to do so for a time to come, and the strike is still existing at the present time."

"It is not rather sad to think," he said. "That we are to-day celebrating the anniversary of the birth of our freedom when there is really more and more slavery existing at the present time."

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"For the work agrees it is one long-continued

being switched to points where they can be handled, with the exception of a few cars of coal, none is coming in.

"Freight traffic is fast getting into a bad shape as freight traffic. The Missouri Pacific and Frisco are handling all passenger trains about as usual, but on all other roads the movement of passenger traffic and movement of trains is spasmodic and irregular. Many of the roads have practically abandoned their tracks, and the movement of the sparsities of equipment at terminal points and partly because it is less because of the sparsities of equipment at terminal points and partly because it is less dangerous to travel in daylight.

Mr. Gays' office was filled with men who were applying for work. He says that he has already engaged a large number of engineers, fitters, brakemen, and yard laborers.

AT THE UNION DEPOT.

Both the Wabash and G. & C. Completely Tied Up—Other Trains.

The Union Depot was a dismal place this morning. Despite the fact that it is the glories of the roads few people were moving than on ordinary days. The downpour of rain had kept most of the excursionists away for which the Terminal Association was duly grateful. The widespread character of the strike is keeping people at home, except in cases of absolute necessity, when the railroads might be able to move them closer than to their destination without delay.

Both the Wabash and the Chicago & Alton were tied up, and the Wabash was announced on incoming trains, that on the Wabash the passenger service for the present was entirely discontinued. For the Chicago & Alton, the word stated that the Chicago Express was "annulled" and the Kansas City night express indefinitely late. In the case of the Wabash, the express trains were run, but even this branch of the service had to be abandoned.

The Big Four's position is becoming more critical. The Cincinnati, Washington and New York Express did not reach here yesterday morning.

The Big Four train, No. 12, known as the Alton Express, did not go out this morning.

No. 8, known as the Day Express, stated to leave at 11:20 did not get out after 8. It carried the day express and was sent to East St. Louis; he quit the engine and the train was stranded. After a long wait started for the East.

Other evidence of the chaotic condition of western passenger service is shown by the fact that the Vandalia Chicago Diamond special, due here at 7:30 a.m. was two hours late. The Iron Mountain, due at 7:30 a.m. was four hours late, but the Memphis and California expresses on this same road were late 15 minutes.

Anyone who wanted to get out on the excursion trains of the Frisco or Missouri Pacific will have trouble getting accommodations, as all the trains necessary to the crowded were run, but even this branch of the service had to be abandoned.

The Wabash, the Chicago & Alton and the Illinois Central are all tied up, and the Wabash was announced on incoming trains, that on the Wabash the passenger service for the present was entirely discontinued. For the Chicago & Alton, the word stated that the Chicago Express was "annulled" and the Kansas City night express indefinitely late. In the case of the Wabash, the express trains were run, but even this branch of the service had to be abandoned.

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WE CELEBRATE

But the Weather Is Far From Patriotic.

A Rainy Fourth Dampens Local Holiday Pleasure.

INDEPENDENCE DAY WET, CLOUDY AND DISAGREEABLE.

Despite lowering skies, however, the small boy, the picnicker and the spread-eagle orator are in evidence—many excursions, games, concerts and other events occurring—business practically suspended—the day in detail.

The glorious Fourth was a little down in the mouth when day dawned this morning, and it failed to gain the expected brightness as the forenoon hours wore on. Heavy and long-hauling rain dampened the hopes of patriotic picnickers and altogether the holiday promise of the Fourth was anything but cheery. Despite the weather, however, the snap of the inevitable firecracker and the roar of the bomb began on time, as usual, and the heavy air was filled with the smell of gunpowder, without which the Fourth of July would almost fail to recognize itself.

As time passed the volume of celebration increased and it was made apparent that it would take more than rain and lowering skies to interfere materially with the joys of Independence Day. In the business part of the city the streets were more quiet and deserted than is customary, but away from stores and factories there was to be noticed comparative little change from celebratory days of former years.

It is emphatically "the day we celebrate" and it is being celebrated. The small boy, who has for several weeks past been casting longing glances at the show window displays of fireworks and explosives, is now making the final onslaught upon his own treasured supply. To-night he will do all he can to illuminate the sky around his home.

In the country districts there will be barbecues and spread-eagle speeches.

In the city the banks, municipal offices, exchanges, banks and most of the wholesale houses are closed. The retail houses will give a short start of the day.

The Post Office remained open until 10 o'clock, making two deliveries down town and one in the morning.

For those who desire diversion or freedom from city cares and heat there is an inviting list of picnics, excursions and pyrotechnic displays.

On the River.

The excursion boats did a good business, regardless of the inclement weather, and took out big loads. The Grand Republic went to Alton and Grand View Park with Rathbone Division Uniform Rank of Knights of Columbus East, the Knights of the Farnham with the Mount City Dramatic Club to Mon-tezano Park. The Vickburg took out a party of excursionists to St. Genevieve, the Grey Eagle to the latter, the "Speed Eagle" to Dupo-plain, Ill., and the state of Kansas to Monte-sano Park.

Harding Post, G. A. R.

Harry P. Harding Post, G. A. R., is holding a big encampment to-day at Neel's Grove, on North Broadway, opposite O'Fallon Park. There is music and oratory this afternoon, and there will be fireworks to-night.

DESTROYED BY FIRE.

Conrad Huber's Confectionery Burned to the Ground.

Shortly after 12 o'clock last night the ice cream stand and confectionery store of Conrad Huber, at 5007 Florissant avenue, was destroyed by fire. The building was valued at \$12,000 and the stock at \$500. The cause of the fire is unknown.

Sparks from a Skyscraper.

Sparks from a skyscraper set fire, last night at 11:30 o'clock, to the roof of an two-story frame dwelling in the rear of the old Avenue, occupied by Alexander Harris and Joseph Cavanaugh, both colored. The damage to the building is \$500 and is covered by insurance. No damage was done to the furniture.

Residence Destroyed.

The one and one-half story frame dwelling and contents of Frank Weibert of 4431 Clipping street were totally destroyed by fire last night at a loss of \$1,200. Christ Wieschorn of Oscoda and Gravola aves owned the building, which was valued at \$500. The furniture is valued at \$100.

RAIN INTERFERED.

A number of picnics which had to be postponed.

The drizzling rain of to-day seriously interfered with the many picnics and outings that had been arranged for the Fourth. The Klausman's Cave waiters were to give a picnic at the cave on South Broadway and Banner Lodge, A. O. U. W., was to hold forth at Ramona Park, but both of these and other private and public places that the affairs would be postponed unless the weather cleared. Carondelet organization, however, had a private party, and were to picnic at Forest Park, but the weather put a damper on their fun. Vogel's Hall will give a concert there on June 6 to this evening, weather permitting.

The South St. Louis pharmacists were to picinic at Concordia Park, and with Mrs. Pepperman's Lassies at Lindell Park, but they will hardly do so unless the sun comes out this afternoon.

A number of picnickers left the city this morning, many going to Creve Coeur Lake, Meramec Highlands and other suburban spots. The weather was fair, however, and the number of picnickers left the city this morning, many going to Creve Coeur Lake, Meramec Highlands and other suburban spots.

The Court would not interfere with the many picnics and outings that had been arranged for the Fourth. The Klausman's Cave waiters were to give a picnic at the cave on South Broadway and Banner Lodge, A. O. U. W., was to hold forth at Ramona Park, but both of these and other private and public places that the affairs would be postponed unless the weather cleared. Carondelet organization, however, had a private party, and were to picnic at Forest Park, but the weather put a damper on their fun. Vogel's Hall will give a concert there on June 6 to this evening, weather permitting.

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[From the Chicago Record.]

Our country may be sick abed
With various sorts of ills,
With strikes and trade depression
Or坐dered tariff bills.

BACKED OFF THE BRIDGE.

A Farmer and His Mules Killed in the Trinity River.

PORT WORTH, Tex., July 4.—P. T. Andrews, a farmer 60 years old, while driving over a bridge just east of this city, was killed. He was driving a team of mules which became frightened and backed off the bridge and precipitated the outfit to the bottom of the Trinity River, a distance of twenty feet. Both mules were also killed. The wagon was loaded with wheat.

ABOUT TOWN.

GIVEN FIVE YEARS.—John Henry was sentenced to the penitentiary for five years for highway robbery yesterday.

CHARGED WITH SLANDER.—Richard Marion by name, was charged with having sworn out Mr. Alceo Ferris, a racing steward.

HORSE DROPS DEAD.—A horse attached to a wagon on a dropped dead at Maramec street and Main. The Ford road while running to an alarm.

A BUTCHER AT ALLEGED LOTTERY VENUE.—A butcher at the corner of 12th and Locust streets, was arrested yesterday and charged with selling lottery tickets.

FIRE OUT OF A BOX CAR.—Charles Kehler, 17, a boy, fell out of a box car on the foot of Carroll street last night and dislocated his shoulder. He went to the Hospital.

A CRASH IN O'NEIL'S GROVE.—A 2 year old, living at 1409 Biddle street, was yesterday run over and severely injured by a buggy which had been driven by a boy in the neighborhood.

A SUSPECTED OF THEFT.—Wm. Thornton, a negro, was arrested in a small store on Park street, and was trying to steal a "Dew Drop" stock which he had in his possession.

THE POLICE.—John Henry was sentenced to the penitentiary for five years for highway robbery yesterday.

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St. Louis Post-Dispatch.

Published by
THE SULLIVAN PUBLISHING CO.
Joseph Sullivan, President.

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his inauguration, and the so-called Democratic Senators who have served Republicans and monopoly so well.

The Council has engraven in the bill of the Southern Electric Railway providing for an extension of its franchise privileges an amendment increasing the amount of its annual payment from \$5,000 to \$10,000. This principle is sound, and in supporting it by speech and action President Nagel is doing valuable service to the city. When the city gets fair compensation for all franchises it cannot be tricked by franchise grabbers.

ONE of the Kentucky papers supporting Col. Breckinridge is his champion "because more than any other man in the district he represents the culture and intellect of his people." If this "people" means the people of his district this statement will scarcely be credited. There may be many persons of loose morals in the Ashland District, but it is hardly probable that the culture of the majority of them is not something better than that of the defendant in the P.-B. case.

THE POLITICAL "FULL" ILLUSTRATED.

When Ungar was indicted for embezzlement there was no question of the propriety of his suspension from the office of Chief Deputy. He resigned to avoid it.

When Butler was under arrest for murder he was promptly removed by the Mayor. When Peacock was under arrest for breach of the peace the Mayor suspended him at once. He was quick to receive the demand of propriety.

SENATOR HILL admits that he was foolish when he said "I am a Democrat,"

HOW MUCH will the calling off of hisibus strike be worth to President Hill?

ANOTHER commission is in order to enable the Mayor to dodge the bounce that Wurtzburger ought to get.

THE two unwise men of the year, owing debts, are David Bennett Hill and Col. Billy Breckinridge.

IF the Democracy is going to pieces, as Senator Hill says, it is because men of his ripe have sapped and undermined it.

THOUSANDS of good Democrats are happy to learn that David B. Hill voted with the Republicans in the Senate. They rust that they are now rid of him forever.

BETWEEN the barbarous noises of the celebration and the deprivations brought about by the railroad troubles, the American invalid is not having quite the sort of Fourth of July he is entitled to.

NO event could bring greater joy to the people than the end of the long agony of wearisome debate and scandalous incidents, which have marked the tariff struggle in the Senate. The people have suffered much in commercial and industrial depression consequent on uncertainty and delay, and in humiliation caused by the revelation of treachery and low moral tone in some of their representatives.

But with the return of the tariff bill to the House this suffering may be regarded as practically over. The ill example of the Senate has been useful to the House.

AT BED ROCK.

The General Public Feel the Effects of the Strike.

Ice, Milk and Coal Supplies About Out at Chicago.

NEW YORK IS FACING A FRESH MEAT FAMINE.

Prices of Products Increasing—Lake Traffic at a Standstill—Steamers Without Cargoes—Warehouses Overflowing—Fruits and Vegetables Getting Scarce at Many Points—Disastrous Effects of the Boycott.

Chicago, July 4.—Aside from the inconvenience to the general public resulting from the boycott of the meat "line," in business there is a marked stagnation in business of all kinds. The people of this city are facing a meat famine. There is barely enough ice in stock here to meet the demand to-day and unless the blockade is broken Chicago will be out of ice to-morrow. There has been no advance in price to the consumer, nor will there be. It is simply a question of getting the ice at all.

The situation as regards vegetables, fruits and other perishable provisions is not so serious, though if the tie-up continues long it will become so.

The strike is being felt in the milk trade for the first time to any serious extent. The receipts of milk are decreased one-fifth. The Northwestern road failed to move its big milk train into Chicago. Similar failures on the part of other roads are reported, with a consequence that there is a shortage of 3,000 cans in the daily supply.

LAKE TRAFFIC DEAD.

CHICAGO, Ill., July 4.—The great strike is having a most disastrous effect on lake traffic. On account of the inability of the railroads to switch cars of grain to the elevators the grain trade has become paralyzed. The shipments of grain to the West have been the lowest on record during the past year, while the grain market is at a standstill. In consequence a large fleet of boats have been forced into idleness for lack of cargoes, as effectively shut up by the blockade. If their crews had been ordered out by Debs.

In the lines have a large amount of freight in the form of coal, oil, and railroad cars which cannot be moved to the docks. Freight is continually pouring in on every incoming steamer, while the outgoing is at a standstill. The boats are forced to Western points, and all the warehouses on the river are full to overflowing. So serious has the blockade become that the grain yards have been compelled to have a large amount of freight carried away to warehouses in order to make a little room for the incoming grain.

The line steamers are practically without outgoing cargoes, and a line agent offered to give a premium or rebate of \$100 to any shipper who would load 500 bushels of grain to Buffalo at a cent a bushel. This made a rate of five-sixths of a cent, or the lowest ever made in the grain trade, and yet shippers could not find the grain to take advantage of it.

Vesselsmen have no hope that the coal famine will be over in time to meet the demand when two large cargoes of soft coal will arrive from Cleveland. This coal will not be shipped to the West, as the docks are not able to handle the incoming grain. The grain is to be sent to the West by railroads, and there it will take all they can get of it. All the fueling companies are upping their rates for coal to the grain elevators. The Goodrich line is managing to get coal for its steamers by way of Grand Haven. The vessels trading across the lake are on strike, and not for the coal, for all the boats running down the west shore, and in this way the line has so far escaped the famine.

NEW YORK ABOUT OUT OF MEAT.

NEW YORK, July 4.—New York is facing a meat famine. Not a single steer is en route from Chicago, Jersey City to-day, and Chicago is the great source of supply for all the East and South. The strike advances, and the price of beef was set in the local markets to-day. Dealers had to pay 10c and 10c a pound for prime beef, while carcasses brought from 10c to 11c.

MISSOURI FRUIT-GROWERS.

CHATTANOOGA, Tenn., July 4.—The strike is keeping the melon and fruit crop out of market. The fruit raisers of this section are losing hundreds of thousands of dollars, as the melon crop is ready for shipment, and the fruit is rotting in the fields and at the railroads stations.

BY WATER ROUTES.

ALTON, Ill., July 4.—Hundreds of bushels of potatoes, with other vegetables and fruits, are being shipped to Chicago by way of the Mississippi and Illinois Rivers and the Michigan Canal. Inland towns are suffering for supplies of commodities.

WILL RESORT TO PRAIRIE SCHOONERS.

CENTRALIA, Ill., July 4.—Small towns along the line of the Illinois Central are in danger of a famine, as provisions are running low, and the only way to get them is by prairie schooner. The little town of Waucon, on the Chicago branch, will send a string of wagons to farm the prairie if the strike is not broken in a day or so.

SUPPLY VERY SHORT.

FARROTT, Ill., July 4.—At this point the supply of coal is exhausted. There is a similar famine in the railroads, and coal is in consequence has been very high in price. The flour and feed supply is nearly used up, and the coal is about all gone. Some factories have reduced their force and must close down entirely on account of not being able to ship their goods.

Supt. Fuller's Injuries.

Mr. H. W. Fuller, General Passenger Agent of the Chesapeake & Ohio Railway, was quite seriously injured in a railroad accident on Saturday last. His injuries, while serious, will not prove fatal. Mr. E. B. Pope, Western passenger agent of the C. & O. at St. Louis, in answer to his telegram, received the following information from Assistant Passenger Agent Lytle about Mr. Fuller:

Mr. Fuller's injuries are a fracture of the left leg, right arm sprained and leg fractured. He is in a hospital, and the doctors think recovery is assured, but it will be slow. He will be removed to a cooler climate as soon as possible, and the coal is about all gone. Some factories have reduced their force and must close down entirely on account of not being able to ship their goods.

With Wagon Buffet Sleeping Cars.

Through trains of the Missouri, Kansas & Texas Railway leave morning and evening from the Broadway Station for Sedalia, Nevada, Ft. Scott, Parsons, Denison, Dallas, Ft. Worth, Hillsboro, Waco, San Antonio, Houston and Galveston.

Take the Broadway cable—get off at May-lan street.

A Mine Disaster.

MEXICO, Mexico, July 4.—Richard E. Chisholm, a well-known mining engineer, returned yesterday from San Ildefonso, State of Durango, where he has been giving expert testimony in the famous Candelaria mining case, which involved values to the amount of about \$12,000,000.

Half Rates to Little Rock.

On July 1, 2, 3, 4, 5 and 6, the Iron Mountain Route will sell tickets from St. Louis to Little Rock and return at one fare for the round trip. Tickets good for return until July 8.

FATAL MISTAKE.

United States Marshal's Posse Kill and Wound Innocent Men.

LITTLE ROCK, Ark., July 4.—United States Marshal Held and Posse made a frightful mistake at Omega, some miles from this place. They had followed two supposed horse-thieves from the Indian Territory to the point named and suddenly surrounding them, ordered hands up. One man refused to put his hands up and was shot and killed; the other was wounded and captured. The dead man proved to be John Tebb, a reputable young man from Mississippi who was visiting relatives at Omega. The other was a friend whom he had brought with him.

A DARING BURGLAR.

He Went Through a Carr Street Typewriter House.

An unknown burglar climbed up a long winding staircase in the rear of the tenement at 81 Carr street at 2:30 this morning and jumped from the porch at the top over to the landing in the rear of No. 80. Then he sawed out a slot of the shutter that screened the kitchen window of Mr. Jacob Weinstein's apartments, reached his fingers through the aperture, unclashed the latch, raised the window and entered the room. He then went to the sleeping-rooms, and according to Mrs. Weinstein, took money from the trunks of her husband and son, George, and his pockets of his cousin, Mr. Adolf Weinstein. He secured about \$10 in all. Mrs. Weinstein said, "too, the burglars took the typewriter and typewriter paper." Instead of leaving the premises, however, he crossed the hall and entered the rooms of Mr. Jacob Krown's family. Owing to the suites were not in order, he found the front door open and he walked right through the rooms. As he passed through the dining room, he heard a noise. A 12-year-old daughter, spied him and cried, "Watch, watch!" at the top of her voice. The occupant of the room was quite alarmed by her cries, but by the time they had come to her side, the burglar had fled. She had seen the burglar, and down the stairs to the porch, had followed him as far as to his identity. Miss Krown said she was too frightened to notice the man carefully, but observed that he was rather neatly dressed.

EZETA IN EXILE.

The Ex-President of Salvador Discusses the Recent Revolution.

NEW YORK, July 4.—Gen. Carlos Ezeta, ex-President of Salvador, arrived in New York on the steamer Newport from Colon, Gen. Ezeta's brother was Vice-President of Salvador, and both had to leave the country because of the success of the revolution against their Government. Vice-President Ezeta was given asylum on board the United States warship Bennington, and the new President of Salvador is arriving to assume the United States Government to deliver him up.

Speaking of his plans, Ezeta said: "I have no intention of trying to regain power in Salvador, and I think there will be no organized effort on the part of the last Government to do so." Since Ezeta's two secretaries are here, Poirier is traveling through Central America, and Pinto is in Germany.

"I wish to say that the new Government is trying to get hold of my brother for revenge. He is absolutely guiltless of the charge made against him."

The ex-President's brother, Gen. Antonio Ezeta, of whom he speaks, is the man whose services to Mexico and the United States have been announced and boasted of.

Miss Wright, who is the wife of Mr. Marion Robinson Wright, first lady of the country, was born in Ezeta's home a year ago, and there was something of a sensation in social circles when, a few weeks later, Gen. Ezeta announced the engagement in a formal ceremony.

Speaking of his plans, Ezeta said: "I have no intention of trying to regain power in Salvador, and I think there will be no organized effort on the part of the last Government to do so."

The man who is now President of Salvador, Rafael Gutierrez, was actuated solely by motives of revenge. In the war with the United States, he was a leader of the enemy with a large force. He deserted his country and brought his army to the side of Gen. Ezeta. He was captured by Gen. Ezeta's brother, General Antonio Ezeta, then in command of the Salvadoran forces, overcame by anger and indignation, struck him down, but he would not be satisfied in putting him to death, for he had been guilty of treason. Gutierrez bears the mark of that he has plotted against Salvador.

The ex-President said that his side had lost 2,000 men and 5,000 were wounded. He said that the loss on the rebel side had been about the same.

MISSOURI CROPS.

How the Weather Has Affected Them in Various Localities.

The weather and crop bulletin issued by the Missouri Weather Service for the week ending June 20, contains some interesting information about Missouri crops. The mean temperature of the week was about 70°, above the normal and most parts of the State are very much in need of rain. In some sections, however, there has been heavy rain storms, which damaged wheat, oats and fruit to some extent.

Wheat, oats and fruit are the most important crops in the central and southern parts of the State. The grain is of good quality and the crop much better than was expected. They are being cut in a number of counties. The weather during the month of June was favorable to corn, except in the southwestern counties, which are suffering from drought. Corn is being injured in some counties by the chinch bug, and now, unless a good crop is secured, especially in the Western, Central and Northern sections were never better.

Wheat has been injured in many places, but in other sections they are generally doing well. Haying is in progress in many sections, and the hay crop is cutting well. Apples are still dropping.

IOWA CROPS.

Marked Improvement in Condition of Corn—Oats Doing Well.

DES MOINES, Ia., July 4.—The past week was unusually warm with dry winds tempered by light showers. The reports show an abundance of rainfall in scattered localities, but it has been below the normal amount in the larger part of the State. The weather has been generally a marked improvement in the condition of all immature crops. Corn is in good condition, and the wheat crop is "laid by" to-day. Oats are filling rapidly, giving promise of a good yield in weight, weight to the output of 1893. Haying and the harvest of winter grain are in progress and the beginning has been made in cutting barley.

WHEN TRAVELING.

Whether on pleasure trip or business, take on every trip a bottle of Syrup of Pice, as it is a sovereign remedy, and especially on the kidneys, liver and bowels, purgating fevers, headaches and other forms of sickness. For sale in 10c and 15c bottles by all leading druggists. Manufactured by the California Fig Syrup Co. only.

MISSOURI DENTISTS.

EXAMINER, St. Louis, Mo., June 4.—The Dental Association of the State of Missouri will convene here next week on the 11th and will remain in session for three or four days. The Committee of Arrangements expect a large attendance from all parts of the State.

DO NOT OVERLOOK.

The list of low prices the Marshall Route will advertise in to-morrow's (Wednesday's) Post-Dispatch.

THE RETAIL DRY GOODS.

Mercants will show the Letter how to buy. Read their "ads" in to-morrow's (Wednesday's) Post-Dispatch.

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